

Quick Summary: This section provides a detailed analysis of the benefits and constraints of specific project recommendations based upon the needs of the Focus Areas described in Section 5. The section also prioritizes these recommendations into short-term, mid-term, and long-term priorities.

Section 8. Project Recommendations

8.1. Introduction

Sections 1 – 4 of this Plan outline the existing conditions in the Town of Hertford and identify the pedestrian needs that should be addressed and potential focus areas where improvements should be made. This section builds upon the findings in the first sections of the Plan to identify a set of specific projects to improve the pedestrian system in Hertford. Section 8.2 discusses each focus area and its specific recommendations and projects. Section 8.3 provides general cost estimates for each project, and Section 8.4 specifies recommended priorities.

8.2. Projects

The following paragraphs describe the projects which could address the recommendations for each Focus Area identified in Section 5. For each Focus Area, the potential benefits and constraints for each recommendation identified in Section 5 are discussed, and then projects are identified to match the recommendation. Each project is assigned a reference number for easier identification on maps and in cost estimating. **The reference numbers do not indicate priority.**

8.2.1. Intersection of US 17 and Church Street/Harvey Point Road and points south

Intersection of US 17 and Church Street/Harvey Point Road

For this location, the recommendation in Section 5 was to provide pedestrian improvements and gateway/appearance enhancements at the intersection for US 17/Church Street/Harvey Point Road. Due to the complexity of this intersection, a more thorough analysis will be necessary to determine the ideal improvements; however, some possibilities are listed in the table below. The Town should consider providing a pedestrian refuge mid-way across the intersection due to the size of the intersection. Using this refuge, pedestrians could cross one set of traffic lanes, allow the signal to cycle, and then cross a second set of traffic lanes. This will reduce the travel distance for pedestrians with each signal cycle, and reduce signal delay for traffic along US 17.

Benefits	Constraints
<ul style="list-style-type: none"> ♦ Would make the connection between downtown and Recreation Center/Newbold-White House safer, faster, and easier for pedestrians to cross ♦ May improve appearance of one of the main entrances into Hertford and Downtown 	<ul style="list-style-type: none"> ♦ Pedestrian improvements may reduce through-put of the intersection. ♦ An underpass or overpass would be expensive and may not be used. ♦ A mid-block crossing away from the intersection may cause pedestrian and vehicle confusion.

Proposed Projects

Reference Number	Project Description
1	<ul style="list-style-type: none"> ♦ Pedestrian crossing improvements at the intersection of US 17 and Church Street/Harvey Point Road that include: <ul style="list-style-type: none"> ▪ Pedestrian signals in all four directions ▪ Crosswalks in all four directions ▪ Pedestrian refuge for pedestrians crossing US 17 along Church Street/Harvey Point Road

Length of Church Street and Harvey Point Road

The recommendation here was to examine the corridor for pedestrian improvements, and to consider a greenway/boardwalk along the waterfront or a wide sidewalk/multi-use path along US 17. The potential benefits and constraints to improvements along this location are as follows:

Benefits	Constraints
<ul style="list-style-type: none"> ◆ Would connect Recreation Center to downtown – provide a walking alternative to reach it ◆ Create an attraction for visitors ◆ Would link the south side of Hertford (South of US 17) to the rest of town ◆ Could be tied into a “gateway” design at US 17 ◆ Combined with other projects, could become a town-wide greenway system which would encourage tourism/economy 	<ul style="list-style-type: none"> ◆ Improvements for crossing US 17 may meet with resistance from NCDOT because they may be perceived as hampering traffic flow, especially if US 17 is a major evacuation route for hurricanes ◆ Some property owners south of US 17 who may be resistant to a sidewalk/multi-use path along roadway or boardwalk along river’s edge. Construction would have to occur within the right-of-way ◆ Due to the length, sidewalk along roadway would be very expensive. Boardwalk along river front would also be very expensive. ◆ CAMA rules may constrain the design of a boardwalk along river’s edge

Proposed Projects

Reference Number	Project Description
2	◆ Sidewalk on the east side of Church Street from existing sidewalk to US 17
3	◆ Sidewalk on the west side of Harvey Point Road from the intersection of US 17 to the access road for the Perquimans Recreation Center
4	◆ Sidewalk on the south side of the access road to the Perquimans Recreation Center
5	◆ Sidewalk on the east side of Harvey Point Road from the intersection of US 17 to the access road for the Perquimans Recreation Center
6	◆ Boardwalk along the Perquimans riverfront from Downtown to Recreation Center

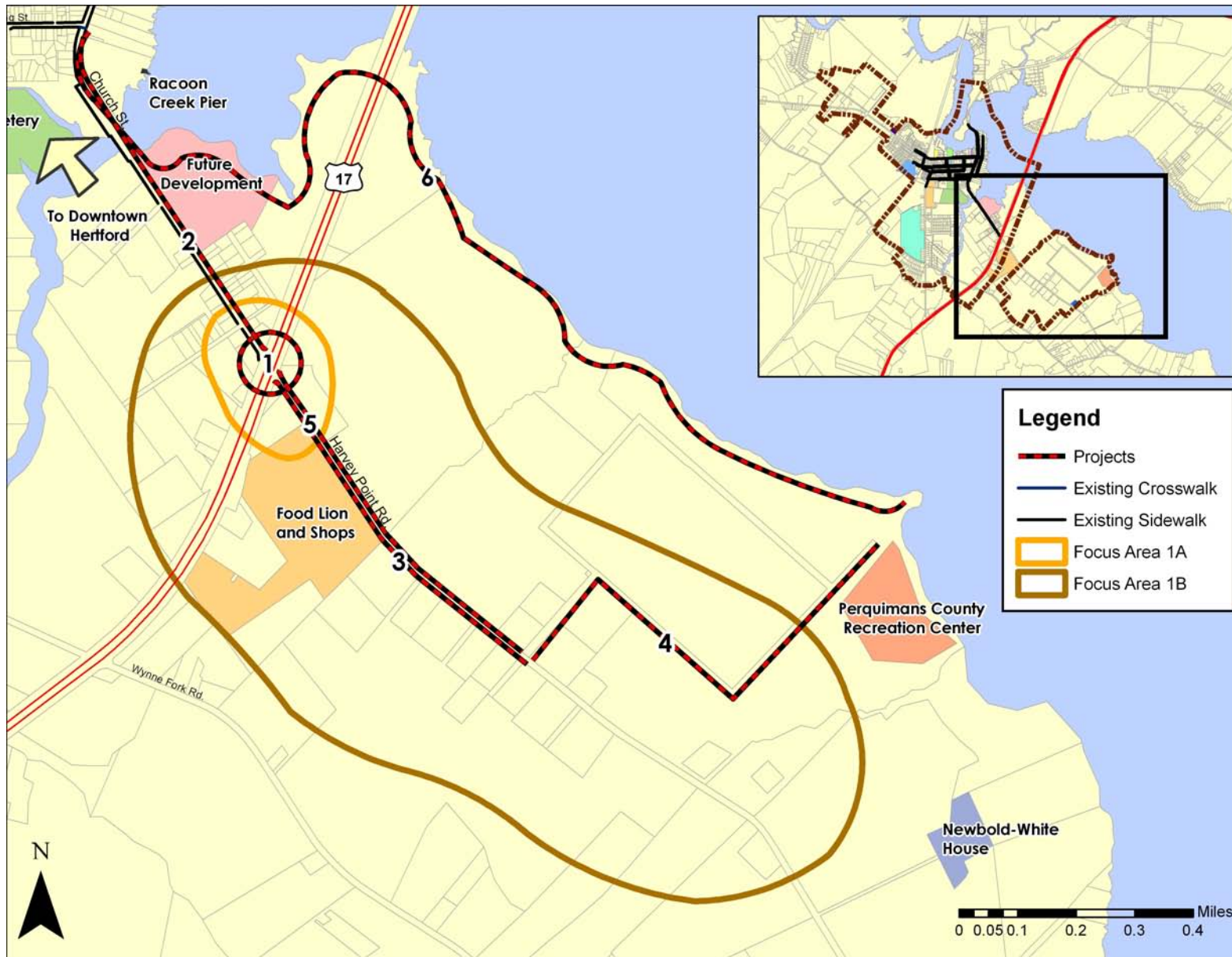


Figure 8-1. Map of proposed projects for the Church Street/Harvey Point Road/US 17 Area.

8.2.2. Perquimans High School and Hertford Grammar School

The benefits and constraints of implementing recommendations around Perquimans High School and Hertford Grammar School are shown below.

Recommendation	Benefits	Constraints
Consider greenway connection from Perquimans High School to downtown through the Jenny's Gut area/Hertford Cemetery	<ul style="list-style-type: none"> ◆ Could connect to current wetland restoration project to the east of the High School and future wetland restoration project north of S. Edenton Road/the high school to extend south into downtown ◆ Already a sewer easement available which the Town could work to convert into a sewer/greenway easement ◆ Would provide a needed connection between Church Street multi-use path/downtown/and the school 	<ul style="list-style-type: none"> ◆ Appearance/attractiveness and stagnant water in Jenny's Gut may become unattractive in the summer and the nature of the neighborhoods around the greenway may make some people feel uncomfortable to use the greenway. The cemetery may also contribute to this issue. ◆ Safety of area around Jenny's Gut may deter users
Consider greenway connection between High School and Grammar School to cross railroad tracks.	<ul style="list-style-type: none"> ◆ Creates a connection between schools ◆ Extends greenway from Jenny's Gut/downtown area ◆ Has received public support from the Town's Blueway/Greenway group 	<ul style="list-style-type: none"> ◆ Train tracks are in the way – will need to negotiate them ◆ Limited public property ◆ May have limited use due to public perception of safety
Connection from High School to residential neighborhoods south of the school, both along Edenton Road Street and Wynne Fork Road	<ul style="list-style-type: none"> ◆ Provide safe passage for children walking to school ◆ Additional connection for adults into downtown 	<ul style="list-style-type: none"> ◆ Length of project is significant ◆ May be right-of-way constrained ◆ Sidewalk should be constructed greater than six feet wide with a buffer of three feet or more from the road for ideal walking conditions for children.

Proposed Projects

Reference Number	Project Description
7	♦ Greenway along "wetland" behind High School into town (Jenny's Gut area/cemetery)
8	♦ Greenway linking Perquimans High School to Hertford Grammar School
9	♦ Sidewalk on the west side of Edenton Street Road from the intersection with Ballahack Road to the Perquimans High School
10	♦ Sidewalk on the east side of Edenton Street Road from the intersection with Ballahack Road to the Perquimans High School
11	♦ Sidewalk on the north side of Wynne Fork Road from the intersection with Edenton Street Road to US 17
12	♦ Improvements at the intersection of US 17 and Wynne Fork Road to accommodate pedestrians safely
13	♦ Sidewalk on both sides of Wynne Fork Road from existing residential development to the intersection with US 17
22	♦ Sidewalk on north side of Market Street from the intersection with Grubb Street to the Hertford Grammar School



Figure 8-2. A map of the proposed projects to provide pedestrian connections to the schools in Hertford from residential areas.

8.2.3. Missing Mill Park Area

The Missing Mill Park area also had several recommendations related to providing access and improving crossing safety. They are described below:

Recommendation	Benefits	Constraints
Complete sidewalk to Missing Mill Park	<ul style="list-style-type: none"> ♦ Will create pedestrian connection to Missing Mill Park from downtown ♦ Ramp will provide access for wheelchairs, strollers 	<ul style="list-style-type: none"> ♦ May have limited right of way
Provide a pedestrian crossing between Missing Mill Park and Tennis Courts/Senior Center	<ul style="list-style-type: none"> ♦ Improves pedestrian safety and connectivity between two recreation areas ♦ May slow traffic and serve as a traffic calming device 	<ul style="list-style-type: none"> ♦ May have limited right of way ♦ By slowing traffic, may reduce throughput.
Greenway/boardwalk along riverfront from Missing Mill Park to Town Municipal Building/Boat Ramp	<ul style="list-style-type: none"> ♦ Will create an attraction for visitors to walk or ride bicycles, and look at scenic view ♦ Maximize use of waterfront for economic development 	<ul style="list-style-type: none"> ♦ May be a struggle to receive CAMA permitting ♦ Construction and property acquisition/easement negotiations may be expensive and time-intensive

Proposed Projects

Reference Number	Project Description
14	<ul style="list-style-type: none"> ♦ Sidewalk to Missing Mill Park along Church Street from end of existing sidewalk to park entrance
15	<ul style="list-style-type: none"> ♦ Provide pedestrian crossing between Missing Mill Park and Tennis Courts
16	<ul style="list-style-type: none"> ♦ Greenway/boardwalk along riverfront from Missing Mill Park to Town Municipal Building/Boat Ramp
17	<ul style="list-style-type: none"> ♦ Sidewalk on the north side of Church Street from existing sidewalk to Missing Mill Park entrance
21	<ul style="list-style-type: none"> ♦ Sidewalk from residential neighborhoods along Grubb Street to connect to Missing Mill Park (Nates Drive to existing sidewalk)
23	<ul style="list-style-type: none"> ♦ Sidewalk on both sides of Dobbs St. from Church Street to Covent Garden Street



Figure 8-3. Map of proposed projects for the Missing Mill Park area.

8.2.4. Raccoon Creek Pier and Canoe Launch

For the Raccoon Creek Pier and Canoe Launch area, the recommendation was to consider connecting the Pier area to Church Street in order to draw attention and attract more use.

Benefits	Constraints
♦ Highlight Raccoon Creek Pier and draw attention from residents and visitors	♦ Secluded location may make it difficult to attract attention

Proposed Project

Reference Number	Project Description
18	♦ Sidewalk on east side of Church Street from existing sidewalk to the pier

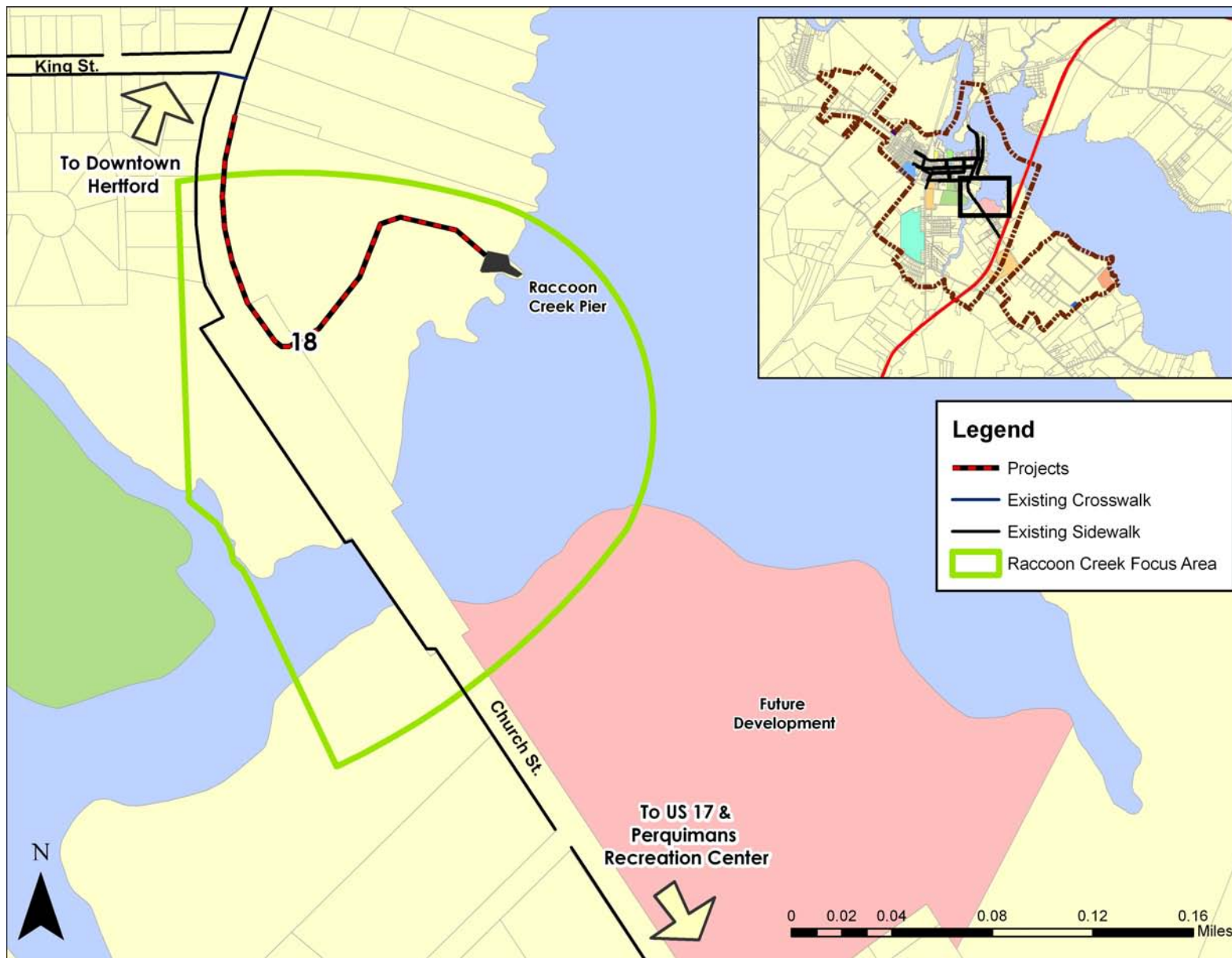


Figure 8-4. Map of proposed project for a connection to the Raccoon Creek Pier from downtown Hertford.

8.2.5. Connections along the Causeway and S-Bridge

The major recommendation for the Causeway and S-bridge area was to provide a pedestrian facility of some kind along the length of it to improve pedestrian connectivity between Hertford and Winfall, and to develop an attraction for visitors. The following describe the potential benefits and constraints.

Project	Benefits	Constraints
Greenway along Causeway/US 17	<ul style="list-style-type: none">♦ Would create a connection (walking and cycling) to Winfall for residents (especially students) and visitors♦ Provide attraction for tourists	<ul style="list-style-type: none">♦ CAMA has refused permitting for new connection in the past♦ Bridge railings for pedestrian bridge in S-Bridge ROW were feared to block view for motorists

Proposed Projects

Two major project options were discussed: 1) to provide a sidewalk along the Causeway and S-Bridge, or 2) to construct a separate structure/facility that would be a boardwalk/multi-use path near to the Causeway and S-Bridge, but not part of them. When identify the next steps for this Focus Area, the Town should select one of these projects.

Reference Number	Project Description
19	♦ Sidewalk along west side of S-bridge and Causeway/US 17
20	♦ Boardwalk adjacent to S-bridge and Causeway/US 17

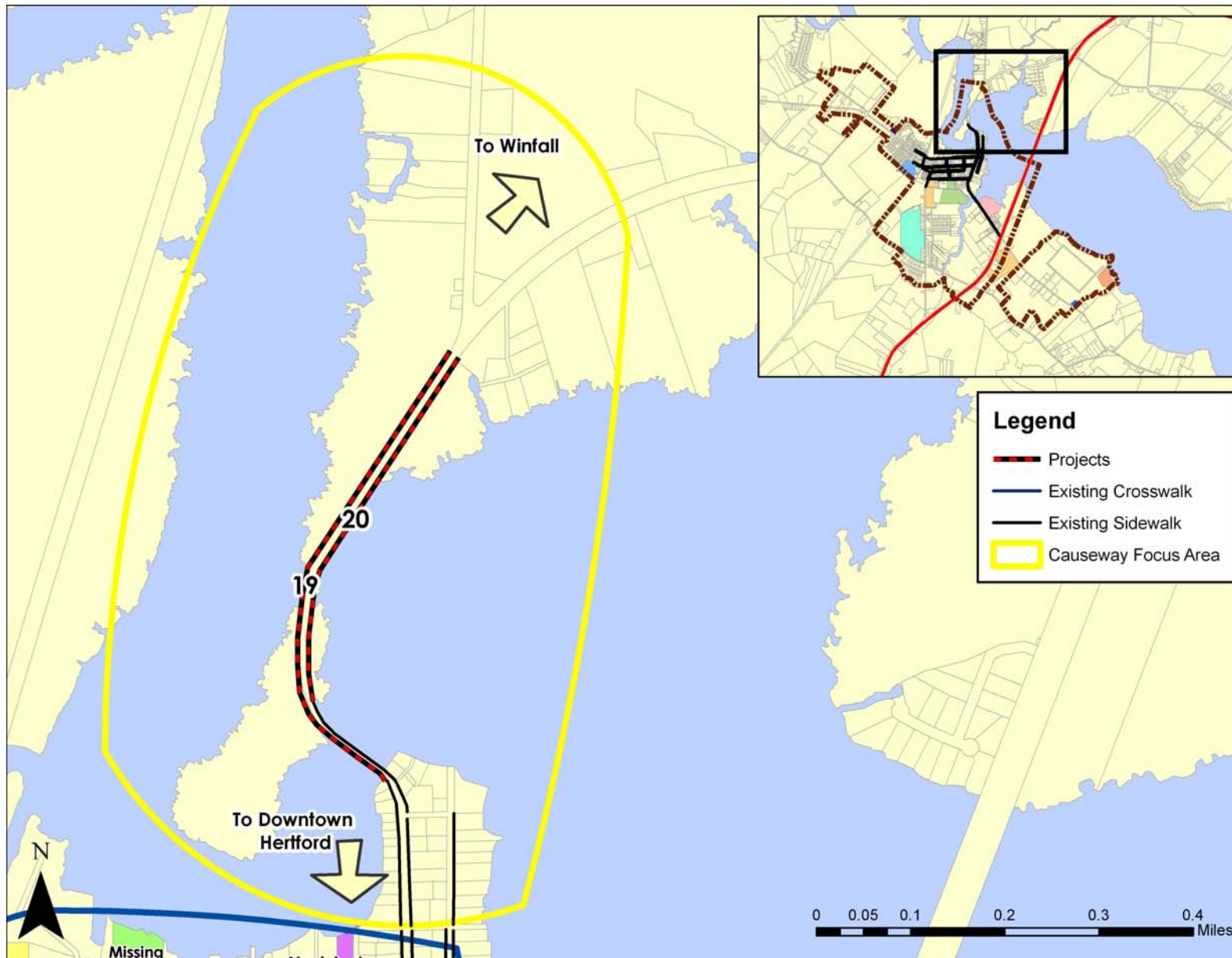


Figure 8-5. Proposed projects along the Causeway for a potential connection to Winfall and scenic route.

8.3. Cost Estimates

Table 8-1 provides very general cost estimates for the projects identified for each focus area. Cost estimates were based on an estimated unit cost for each project as follows:

For Sidewalk Projects: \$55 per linear foot
For Greenway Projects: \$400,000 per mile
For Boardwalk Projects: \$800,000 per mile
Cost of adding sidewalk to an existing bridge: \$170 per linear foot

*Cost of installation of one pair of pedestrian signals to
existing traffic signals:* \$7,000
Cost of installation of one high-visibility crosswalk: \$1,200
*Minimum cost of design and construction for new traffic signals (including
pedestrian signal) or intersection upgrade:* minimum \$150,000

Cost estimates also include a 40 percent mark-up for mobilization, utilities, and labor for structures and a 60 percent mark-up for all other types of facilities. Cost estimates do not take into account purchase of right-of-way or structure construction. These cost estimates were based on an average of cost estimates for the State of North Carolina, and may change with time, location, and cost of raw materials. **Prior to commitment to funding of any of these projects, the Town should conduct a detailed analysis to identify more accurate cost estimates.**

Table 8-1. Cost Estimates for Proposed Projects by Focus Area.

Reference Number	Project	Estimated Length (miles)	Estimated Cost
<i>Focus Area: Intersection of US 17 and Church Street/Harvey Point Road and points south</i>			
1	Pedestrian Crossing Improvements at Intersection of US 17 and Church Street/Harvey Point Road	NA	Starting at \$150,000
2	Sidewalk on the east side of Church Street from existing sidewalk to US 17	0.63	\$183,500
3	Sidewalk on the west side of Harvey Point Road from the intersection of US 17 to the access road for the Perquimans Recreation Center	0.66	\$183,552
4	Sidewalk on the south side of the access road to the Perquimans Recreation Center	0.85	\$191,088
5	Sidewalk on the east side of Harvey Point Road from the intersection of US 17 to the access road for the Perquimans Recreation Center	0.64	\$246,646
6	Boardwalk along the Perquimans riverfront from Downtown to the Recreation Center	2.13	\$187,050
<i>Focus Area: Perquimans High School and Hertford Grammar School</i>			
7	Greenway along "wetland" behind High School into town (Jenny's Gut area/cemetery)	0.44	\$174,142
8	Greenway linking Perquimans High School to Hertford Grammar School	0.22	\$89,792
9	Sidewalk on the west side of Edenton Street Road from the intersection with Ballahack Road to the Perquimans High School	0.78	\$225,814
10	Sidewalk on the east side of Edenton Street Road from the intersection with Ballahack Road to the Perquimans High School	0.77	\$223,757
11	Sidewalk on the north side of Wynne Fork Road from the intersection with Edenton Street Road to US 17	0.48	\$139,477
12	Improvements at the intersection of US 17 and Wynne Fork Road to accommodate pedestrians safely	NA	Starting at \$150,000

Table 8-1 Continued

Reference Number	Project	Estimated Length (miles)	Estimated Cost
<i>Focus Area: Perquimans High School and Hertford Grammar School (continued)</i>			
13	Sidewalk on both sides of Wynne Fork Road from existing residential development to the intersection with US 17	0.42	\$122,269
22	Sidewalk on north side of Market Street from the intersection with Grubb Street to the Hertford Grammar School	0.38	\$150,000
<i>Focus Area: Missing Mill Park Area</i>			
14	Sidewalk to Missing Mill Park along Church Street from end of existing sidewalk to park entrance	0.09	\$26,947
15	Provide pedestrian crossing between Missing Mill Park and Tennis Courts	NA	\$1,200
16	Greenway/boardwalk along riverfront from Missing Mill Park to Town Municipal Building/Boat Ramp	0.29	\$234,870
17	Sidewalk on the north side of Church Street from existing sidewalk to Missing Mill Park entrance	0.18	\$51,900
21	Sidewalk from residential neighborhoods along Grubb Street to connect to Missing Mill Park (Nates Drive to existing sidewalk)	0.20	\$58,166
23	Sidewalk on both sides of Dobbs St. from Church Street to Covent Garden Street.	0.15	\$44,500
<i>Focus Area: Raccoon Creek Pier and Canoe Launch Area</i>			
18	Sidewalk on east side of Church Street from existing sidewalk to the pier	0.21	\$61,437
<i>Focus Area: Connections along the Causeway and S-Bridge</i>			
19	Sidewalk along west side of S-bridge and Causeway/US 17	0.54	\$157,609
20	Boardwalk adjacent to S-bridge and Causeway/US 17	0.41	\$328,392

8.4. Prioritization

Table 8-2, Table 8-3, and Table 8-4 prioritize the proposed projects for each Focus Area based on a short-term, mid-term, and long-term schedule. **Short-term** represents a project which should be addressed within the next five years from the Plan's completion. **Mid-term** projects should be addressed within six to ten years, and **long-term** projects are those that are most likely to happen beyond ten years of the Plan's completion. Prioritization for projects was based on a series of criteria, including the following:

- ◆ **Safety** – refers to actual or perceived threat to pedestrian safety by nearby traffic. It was qualitatively measured by the crashes near a location or a perceived sense of danger by users as reported by staff, stakeholders, and the public during open houses and the survey.
- ◆ **Demand** – indicates the amount of perceived potential use for the project either as a result of input by the stakeholders, public, or staff, or by observations during field visits. A location had a high level of need/demand if many comments were made about it at the open house or on the survey, or if several pedestrians were observed at the location during field visits.
- ◆ **Accessibility/Connectivity** – refers to the potential for the project to complete a route from one major destination to another. Frequently, the project may connect two existing blocks of sidewalk that were previously separated by a long stretch of missing sidewalk.
- ◆ **Ease of Construction** – qualitatively measures how feasible it will be to construct a project. While this factor takes into account cost to a certain extent, it also includes necessary right-of-way, permitting, and potential negotiations with other agencies and jurisdictions that may be necessary to construct the project.
- ◆ **Cost** – qualitatively measures the potential cost of a project, mostly as a function of length alone.
- ◆ **Recreation vs. Transportation Need** – indicates whether a project will serve a transportation or recreation need. A transportation need is one that connects users from one major destination to another, especially if they are necessary destinations such as schools, grocery stores, banks, and work locations. A project which serves a recreation need is one that is solely intended for use as an exercise route, such as a loop trail around a lake, or a scenic destination.

Items that had the greatest priority were those that would meet an immediate safety need or alleviate some hazardous situation, were easily constructible, and met an existing demand for facilities. Projects were also given more priority if they served a specific transportation need or completed a necessary route to a destination. As a result, short-term projects are those that can

be quickly completed or alleviate an immediately hazardous situation. Long-term projects were those designed more for recreation over transportation, and may require additional planning to acquire right-of-way and adequate budget. Figure 8-6 shows a map of Hertford with the projects labeled by priority.

Table 8-2. Short Term Priorities (0 – 5 years).

Reference Number	Project	Criteria
1	Pedestrian Crossing Improvements at Intersection of US 17 and Church Street/Harvey Point Road	Safety Demand Accessibility/Connectivity Transportation Needs
3	Sidewalk on the west side of Harvey Point Road from the intersection of US 17 to the access road for the Perquimans Recreation Center	Safety Accessibility/Connectivity Transportation Needs
9	Sidewalk on the west side of Edenton Street Road from the intersection with Ballahack Road to the Perquimans High School	Safety Demand Accessibility/Connectivity Transportation Needs
10	Sidewalk on the east side of Edenton Street Road from the intersection with Ballahack Road to the Perquimans High School	Safety Demand Accessibility/Connectivity Transportation Needs
11	Sidewalk on the north side of Wynne Fork Road from the intersection with Edenton Street Road to US 17	Safety Accessibility/Connectivity Transportation Needs
12	Improvements at the intersection of US 17 and Wynne Fork Road to accommodate pedestrians safely	Safety Accessibility/Connectivity Transportation Needs
13	Sidewalk on both sides of Wynne Fork Road from existing residential development to the intersection with US 17	Safety Accessibility/Connectivity Transportation Needs

Table 8-2 Continued

Reference Number	Project	Criteria
14	Sidewalk to Missing Mill Park along Church Street from end of existing sidewalk to park entrance	Safety Accessibility/Connectivity Ease of Construction
15	Provide pedestrian crossing between Missing Mill Park and Tennis Courts	Safety Accessibility/Connectivity Ease of Construction
18	Sidewalk on east side of Church Street from existing sidewalk to the pier	Safety Accessibility/Connectivity Ease of Construction

Table 8-3. Mid-Term Priorities (6 – 10 years).

Reference Number	Project	Criteria
2	Sidewalk on the east side of Church Street from existing sidewalk to US 17	Safety Accessibility/Connectivity
8	Greenway linking Perquimans High School to Hertford Grammar School	Demand Accessibility/Connectivity Transportation Need (School access)
17	Sidewalk on the north side of Church Street from existing sidewalk to Missing Mill Park entrance	Safety Demand Accessibility/Connectivity Recreation
21	Sidewalk from residential neighborhoods along Grubb Street to connect to Missing Mill Park (Nates Drive to existing sidewalk)	Safety Demand Accessibility/Connectivity Recreation
22	Sidewalk on north side of Market Street from the intersection with Grubb Street to the Hertford Grammar School	Safety Accessibility/Connectivity Transportation Need (School access) Cost

Table 8-4. Long-Term Priorities (10 or more years).

Reference Number	Project	Criteria
4	Sidewalk on the south side of the access road to the Perquimans Recreation Center	Accessibility/Connectivity Recreation
5	Sidewalk on the east side of Harvey Point Road from the intersection of US 17 to the access road for the Perquimans Recreation Center	Safety Accessibility/Connectivity
6	Boardwalk along the Perquimans riverfront from Downtown to the Recreation Center	Recreation Potentially Complicated Construction
7	Greenway along "wetland" behind High School into town (Jenny's Gut area/cemetery)	Accessibility/Connectivity Recreation Potentially Complicated Construction
16	Greenway/boardwalk along riverfront from Missing Mill Park to Town Municipal Building/Boat Ramp	Recreation Potentially Complicated Construction
19	Sidewalk along west side of S-bridge and Causeway/US 17	Demand Accessibility/Connectivity Potentially Complicated Construction
20	Boardwalk adjacent to S-bridge and Causeway/US 17	Demand Accessibility/Connectivity Potentially Complicated Construction
23	Sidewalk on both sides of Dobbs St. from Church Street to Covent Garden Street	Demand Accessibility/Connectivity Project Cost



Figure 8-6. Projects for Hertford by priority.

8.5. Summary

Combined, the projects recommended in this Section should work to make Hertford overall a safer, more comfortable place for people to walk and visit. Design for each of the recommendations should follow the guidelines described in *Section 6: Design Guidelines*, as well as receive a more detailed engineering analysis prior to construction. In order to create the most successful implementation of the pedestrian plan, these projects should be coupled with the recommendations for program and policy changes. The following section, *Section 9: Implementation*, provides a better look at funding and potential partnerships for all of the recommendations including programs and policies, and also how the Town should start to move forward with them.